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time the Portuguese Government have set forth a claim to Bulama. In 1843 the Governor of Bissao landed a party of soldiers on the island, and hauled down the British flag. The island having been taken formal possession of for the Crown of England by Lieutenant Lapidge, of Her Majesty's brig *Pantaloön*, on the 24th of May, 1842, several naval officers reported a strong military force would be necessary to protect British settlers at Bulama and to resist the attacks of the Kanabac islanders. It is manifest, from my several despatches, that the latter danger is no longer to be apprehended. The Bissagoes have no disposition to enter into hostilities with the British : on the contrary, they are most desirous to be on friendly terms with us ; the King of Orango anxiously wishes to have the British flag in his harbour. They "*only require a market*," the opportunity to get rid of their superfluous productions in exchange for the common necessaries of European existence, and, in the words of Livingstone, "they will be found keenly alive to the great value of every article of commerce."

I have, &c.,

L. SMYTH O'CONNOR, Governor.

*The Right Hon. H. Labouchere,*  
 &c.                    &c.

9. *Asie Mineure : Description Physique, Statistique, et Archéologique de cette Contrée.* Par P. DE TCHIHATCHEF, Hon. F.R.G.S. First and Second Parts. 8vo. Paris : Gide et J. Baudry, 1853.

THIS work, which is quoted in several places by Ritter, consists of two large volumes, and is illustrated by a map, which is very copious in its physical geography, and for the accuracy of which the author professes himself to be greatly indebted to the astronomical observations of M. Wroutchenko, that have enabled him to correct the positions of M. Kiepert. In the first volume, or part, after a disquisition on the origin of the terms Asia, Asia Minor, and Anatolia, M. de Tchihatchef treats of the general configuration of the peninsula, and successively of its coasts and seas, capes and gulfs, lakes, rivers, mineral springs, mountains, and plains. From this part of the work the following passage is extracted, which relates to a region amongst the most famous on the earth, and which has a perpetual interest for the student of history and antiquity :—

"The learned researches of M. Chevalier, to whom belongs the incontestable merit of having discovered the true position of the *Ilium* of Homer, have proved that in the time of Strabo the names of Scamander and Simois had completely lost the signification which they had had in Homer's time, for Strabo places the Simois to the east of the Scamander, which proves that it was one of the branches of the Dumbrek or the Kalifatly-chai of the present day, which he designates by that name, notwithstanding that he makes the Scamander come from Mount Ida, whence Homer states that the Simois descends, placing, on the contrary, the Scamander to the south of the Simois, and its origin in the warm springs close to the side of the ancient Troy. It is evident that the Scamander of Homer can only be the Bunarbashi-su of modern time, and his Simois the Mendere-su. The modern name of the Mendere, which is obviously only a corruption of the word Scamander, or Scamandre, proves that the Simois of Homer had become generally known under the erroneous name given to it by Strabo. The confusion seems to have increased more and more, since Vibius Sequester even stated that the Meander and the Simois fell into the Propontis. The geographer Plutarch, who wrote in the second century of our era, employs the two names in the same sense as

Strabo, for he places Mount Ida beside the Scamander, which proves that he meant to speak of the Mendere-su of our day, or the Simois of Homer."—p. 223.

It will be recollected that in the twelfth volume of the Journal of the Society is an elaborate Paper on the Topography of Troy, by Dr. Forchhammer, accompanied by a map of the rivers of its plain, made by Mr. (now Capt.) Spratt, R.N. It may be remarked *in limine*, that, on a careful comparison of the maps and descriptions in the two separate sources of information, it appears that the views and opinions of the two authors, with respect to the identity of the rivers so celebrated in the immortal work of Homer, are strikingly consistent.

The second portion of the work of M. Tchihatchef is devoted to the climatology and zoology; and in the preface we are promised two succeeding parts—on the geology, and on the statistics, political history, and archæology of Asia Minor. The work, so far as already published, is enriched with engravings, displaying striking natural features of the country, and the animals native in the peninsula. The writing is elevated in its tone, close and correct as to style, and there can be no doubt that this will take its place as a standard work of literature.

10. *The Indus and its Provinces: their Political Importance considered in connexion with improved means of Communication.* By W. P. ANDREW, Esq., F.R.G.S. 8vo. London: Allen.

THIS book is written with a view to advocate the interests of the Company engaged in the formation of the Scinde and Punjab Railways; and it explains the directions which those lines of transit are to take, and the benefits capable of being derived from their completion. It is illustrated by a very good map. The scheme for effecting railway and steam communication between the countries on the Indus is the following:—A railway, 110 miles in length, is stated to be in course of formation between Kurrachee and Hyderabad, a contract for its construction having been concluded in December 1858. It is also stated that the Company has been requested by the local authorities "to survey two branch lines—the one from Sukkur by Shikarpoor to Jacobabad, southward from Hyderabad, by Omercote to Deesa, so as to effect a direct communication between Kurrachee and Bombay by a junction with the intended extension of the Bombay and Baroda line to Deesa." From Hyderabad there is a permanently open navigation of the Indus, the Pungund, and the Chenab rivers for 570 miles up to Mooltan, on which waters it is proposed to establish a steam flotilla; and from Mooltan the Punjab railway, 248 miles in length, would proceed to Lahore and Umritsir. From Lahore a branch is projected to sweep across the upper portion of the Punjab to Peshawer, on the frontier of Afghanistan. We learn that on Jan. 27th last the East India Company sanctioned the raising of a million and a half sterling for the commencement of the Punjab railway.

The book is full of quotations of both official and non-official character, indicating the commercial and military advantages which would arise from the construction of the foregoing works. The Indus is certainly the key to Central Asia west of the Himalaya mountains, and the possession of commercial superiority there is adapted materially to counterbalance the commercial traffic carried on inland between the upper Indus and the Bosphorus and southern territories of Russia. Such railways as are projected on the Indus are, as the author argues, necessary in order to enable us to compete with the facilities of transit about to be afforded by the extension of railways in the southern provinces of